

ETMS Memorandum

Subject: Announcement of Coming Changes to the ASDI Feed

To: ASDI Vendors and Users of the ASDI Feed

From: Rick Oiesen

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The FAA will soon begin the process of changing the interface between the Host computers at each en route center and the Enhanced Traffic Management System (ETMS). This interface will result in there being a few changes in the messages that are sent to ETMS; in particular, changes will be seen in the AF (flight plan amendment), TZ (position update), and UZ (center boundary crossing) messages. Since these messages that the Host sends to ETMS are included in the ASDI feed, these changes will also affect the ASDI feed. For a discussion of these messages, see *Aircraft Situation Display to Industry: Functional Description and Interface Control Document*, Volpe Center, report no. ASDI-FD-001, version 5.4, 15 November 2005, pp. 18, 25-28. (You can find this and the most recent version of other ASDI documentation at <http://www.fly.faa.gov/ASDI/asdi.html>.)

The switch-over to the new interface is scheduled to take place first at Seattle Center no earlier than 11 September 2006. (The date is subject to testing and is not yet firm.) After observing the new interface's performance at Seattle, the FAA will then gradually activate it for the rest of the centers.

This change in interface is expected to have three effects on the ASDI feed. It should be noted that none of these effects are completely new; rather, these changes indicate that some formats, previously rare, will become common.

1. *Seconds in TZs.* Currently, TZ messages, which give the position of the aircraft, show degrees, minutes, and seconds for the messages that are generated by the thirteen SMA TRACONS; for other sites the TZs contain only degrees and minutes. The change is that all of the TZs from all centers will contain not only degrees and minutes but also seconds. In other words, the center TZs will move to the format currently used only for SMA TZs. TZs from sites other than centers and SMA TRACONS will not include seconds. Since SMA messages appear only in the ASDI Class 1 feed, TZs with seconds will be new in the ASDI Class 2 feed.
2. *Fields in AFs:* In the past most AF messages, which are amendment messages, have contained only the fields that were being changed, while a few of the AF messages (mainly those from Canada) contained every field. With the new interface, every AF message will contain every field.
3. *Tailoring in Field 10 of AFs and UZs:* In AF and UZ messages, in the past the field 10 for most messages has been tailored, while a few field 10s contained the entire route. Being tailored means that the field 10 does not include the portion of the route that has already been flown; the tailoring indicator is "/.". With the new interface, the field 10 in AF and UZ messages will in every case have the entire route.

We believe that these will be the only changes that you see. If you see additional changes, please let us know.